



SR 11/Otay Mesa East Port of Entry

For more information, contact:

Mario Orso

Caltrans Corridor Director

Phone: (619) 688-2561

E-mail: mario.orso@dot.ca.gov

Marney Cox

SANDAG Chief Economist

Phone: (619) 699-1930

E-mail: marney.cox@sandag.org

Christina Casgar

SANDAG Goods Movement

Policy Manager

Phone: (619) 699-1982

E-mail: christina.casgar@sandag.org



4050 Taylor Street
San Diego, CA 92110
(619) 688-6670
Fax (619) 688-3695
www.dot.ca.gov/dist11



401 B Street, Suite 800
San Diego, CA 92101
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

The Project

State Route (SR) 11 and a new federal Port of Entry (POE) will improve the efficient movement of goods and people between the United States and Mexico. This project includes construction of SR 11, a new four-lane tolled highway, and a new POE located in the unincorporated community of East Otay Mesa within the Otay Subregional Planning Area in the southernmost portion of San Diego County. From the SR 125/SR 905 interchange, SR 11 will extend east approximately 2.5 miles to the proposed Otay Mesa East POE at the U.S.- Mexico border.

The SR 11 portion of the project includes a tolled highway with interchanges at Enrico Fermi Drive and Siempre Viva Road and a Commercial Vehicle Enforcement Facility (CVEF). Caltrans is the lead agency for design and construction of SR 11.

A proposed 90-acre site would be sufficient to accommodate the POE and all the federal agency and security functions currently anticipated for its long-term effective operation.

SANDAG and Caltrans, in partnership with the U.S. General Services Administration (GSA) and U.S. Customs and Border Protection (CBP), are responsible for the design and construction of the new POE.

Project Costs

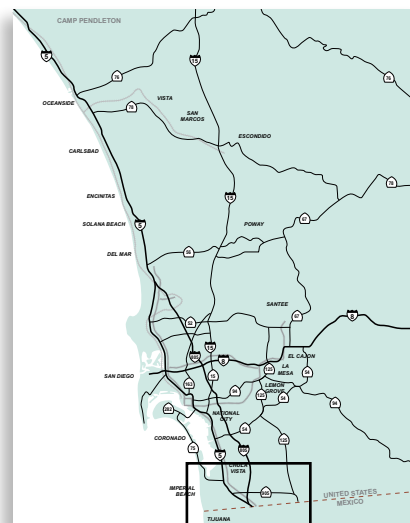
Depending on the selected design and year of construction, the cost for SR 11 is approximately \$400 million. The POE facility is estimated to cost \$350 million.

Project Financing

SR 11 and the new POE are proposed to be financed primarily through the collection of tolls or user fees. However, loans and/or grants may also provide additional funding.

In December 2006, SANDAG in partnership with Caltrans conducted a preliminary financial feasibility assessment for both SR 11 and the

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*Project Development Study:
Completed July 2011*

*Environmental Impact Analysis:
April 2012*

*Intelligent Transportation System
Pre-Development Study Launched:
Summer 2011*

*Traffic & Revenue Study
Launched:
Summer 2011*

*Phase 1:
Complete Design and Right of Way
Certification:
Mid 2013*

*Construction Award:
July 2013*

*Open to Traffic:
December 2015*

new POE. Traffic counts, toll revenue, project cost, and financial risk models were developed for this analysis. Key findings of the study concluded that the toll option is a potentially good investment provided that there are sufficient revenue streams to cover the capital cost and operations and maintenance for the POE.

Project Legislative Approvals

At the national level, a Presidential permit is required for any new border crossing or “new piercing of the land border” between the United States and Mexico or Canada.

In January 2008, Caltrans submitted a Presidential Permit application to the U.S. State Department. The permit was approved in December 2008.

At the state level, on September 30, 2008, Governor Arnold Schwarzenegger signed, Senate Bill 1486 (SB 1486, Ducheny), the Otay Mesa East Toll Facility Act. SB 1486 provides SANDAG authority to issue bonds for right-of-way acquisition, construction, and completion of transportation facilities (SR 11 and Otay Mesa East POE) and to impose tolls and user fees for repayment of the bonds, and the cost for capital improvements.

At the local level, the SANDAG Board of Directors approved the innovative financial strategy for the project at its October 23, 2009 meeting.

Project Status

Caltrans, in collaboration with GSA, CBP, and SANDAG, engaged an architectural firm to complete the Program Development Study (PDS) for the POE. The final PDS was done in July 2011.

Additionally, the project team has expanded to include a senior investment underwriter, project legal counsel, financial advisor, and Intelligent Transportation Systems (ITS) consultants to

complete the ITS Pre-Deployment Study. SANDAG and Caltrans, in collaboration with the government of Mexico via its Secretaría de Comunicaciones y Transportes (SCT), have selected a team to conduct a unique binational investment-grade Traffic and Revenue Study (T&RS) for the SR 11 and Otay Mesa East-Mesa de Otay II POE.

As the lead agency for SR 11 and the new POE, Caltrans is currently in the project approval and environmental document stage of the project. Environmental clearance will be completed in two phases. In January 2008, Caltrans submitted a Draft Program Environmental Impact Report/Phase 1 Environmental Impact Statement (PEIR/PEIS). The draft PEIR/PEIS was completed on August 22, 2008 and received approval/Record of Decision by Federal Highway Administration (FHWA) on October 3, 2008. The corridor footprint identified in the PEIR/PEIS provides the opportunity to work with the County of San Diego and the property owners to preserve the right of way for SR 11 and the POE.

The Tier 2 EIS/EIR, or project specific phase of environmental/engineering studies, is currently being finalized following a public comment period that closed in January 2011. A Record of Decision is expected in spring 2012.

The project is being split into three phases: 1) Construct the SR 905/SR 11 freeway-to-freeway connectors; 2) Construct SR 11 and the Commercial Vehicle Enforcement Facility; 3) Construct the POE.

Per SB 1486, public outreach will be conducted on alternative design and construction methods for the project. Caltrans proposes using the design sequencing delivery method for the highway portion, and SANDAG proposes delivering the POE under a design-build scenario.